

## RIVERS AND HARBORS.

## Efforts of the Texas Members to Get Appropriations for the Harbor of Galveston—The Harbor of Galveston.

Two Annapolis Passes, Galveston, Sabine Pass and Blue Bird Harbor Appropriations as the Bill Now Stands

Correspondence of the Gazette.

WASHINGTON, April 24.—The debate on the river and harbor bill still continues, and the Texas delegation are making a strong fight for appropriations for the waterways of that state. Mr. Crain endeavored to have the appropriation of \$100,000 for Annapolis Pass increased to \$150,000, but failed. He submitted the following letter from the engineer of the harbor improvement at Annapolis Pass, Mr. C. H. Bates, in support of his proposition to increase the amount of the appropriation:

ANAPOLIS PASS, TEX., March 30, 1888.—SIR: I have been for years in local charge of the harbor improvement conducted by the United States government at this pass and am at present inspecting agent for the government while the work is being carried on under contract. I am perfectly familiar with all things pertaining to the pass and its improvement. I have made the winds and tides and currents, with their effects, a study, and have carefully noted the result of all work done. In short, sir, I have been right on the ground here as agent for the government, giving my whole time and attention to this work, and have gained so much of the confidence of all persons interested in this work that they have appeared to me to address you, calling your attention to the smallness of amount of money recommended by the committee on rivers and harbors for the improvement of this pass, asking you to call to your aid our respected Senators and your colleagues who are interested, or who represent a constituency who are interested in this work, and exert all your powers to have the amount increased every dollar possible.

Our people have come to realize that deep water on Annapolis Pass is a matter of vital importance to them, as the development of the country depends entirely upon it. They see bright prospects ahead in the use of immigration leading toward this part of Texas, and in the many capitalists seeking advantageous investments. The United States government should give to the state of Texas at least one deep water port in the interest of her great commerce. It should give to the navigators of the world one deep water port on the coast of Texas as a harbor of refuge. There is not a port on the coast of this great state in which a deep sea vessel can seek safety in distress. With these considerations in view, I suggest that our representatives make a study of the results already obtained with the money expended here. The reports of the United States engineers show that the results promised were very nearly obtained under most favorable circumstances, and will satisfy any observing person that had the amounts they recommended as asked for been appropriated, those results would have been realized. This bar was deepened, by government work, from 6 feet in 1879 to 10 1/2 feet—both at mean low tide—in 1884, and that depth was maintained until appropriations ceased and work suspended.

The present officer in charge has renewed operations with the appropriation of 1886, which will soon be expended in repairing damage during delay, and all interested citizens of Southwest Texas pray to the honorable members of Congress to appropriate and place in his hands sufficient funds to enable him to carry his projects to a speedy and successful issue.

The \$100,000 recommended by the committee should be increased to \$200,000, but even \$150,000 would enable the engineers to make such a showing that their estimates and reports would demand more attention than ever before.

You will observe, sir, that I do not address you by virtue of my position, but as a citizen, by request of my fellow-citizens on account of my long acquaintance with the work and thorough knowledge of the bar and pass. Yours, most respectfully,

C. H. BUTTS,

Port Harb., Texas.

HON. W. H. CRAIN, M. C.

Washington, D. C.

The debate on the question of appropriating \$500,000 for Galveston harbor was interesting and spicy being conducted by Mr. Boutelle of Maine, Mr. Bayne of Pennsylvania, and Mr. Stewart of Texas. Mr. Boutelle quoted from speeches made by Mr. Mills and Senator Ragan in 1885 (then a Representative), in which both of the Texas members stated that the proposed improvement of Galveston harbor was absolute waste of time and money, from which no actual practical benefit would ensue.

Mr. Boutelle said: I call the attention of the House to the remarks made on that subject on the 29th of January, 1885, by the Hon. Mr. Ragan, then a Representative in this body. He was at that time advocating a different kind of expenditure—a different plan for the improvement of Galveston harbor. He then represented a portion of Texas in this branch of Congress, and since he made that speech he has been sent to the Senate, perhaps on account of the frankness with which he denounced such proposed expenditure of the public money at that time.

He said with regard to the expenditure on these jetties for the improvement of the harbor of Galveston: I will answer the gentleman, Mr. Chairman. For eleven years this Congress has been most liberal in its appropriation for the harbor of Galveston. It has required expenditures there to be made under the direction of the Engineer Corps of the United States. It has expended in the attempted prosecution of that work about \$1,500,000. The money has been expended and substantially no progress has been made.

In another place he says in relation to this expenditure of money on Galveston harbor: It is true \$1,500,000 have been expended from first to last, and there is but little difference in the condition of the harbor now and when the expenditure was commenced.

Hon. Roger Q. Mills, on the 31st day of January, 1885, stated as follows in regard to the proposed expenditure:

Such was the result of the work of the United States engineers at Galveston. We are told they are men of great learning, that they have been educated at West Point by the government; that they are learned and skillful, and all that. Their success has been precisely the same at Galveston that it was at the mouth of the Mississippi river, and precisely the same at Brownsville that it was at Galveston and at the mouth of the Mississippi river, and that is, their success is expressed by the word "failure."

In 1874 they began the work of the improvement of Galveston harbor by the "gabionade" system. The engineers all expressed confidence that this system was a success. They never faltered in their devotion to it, and never wavered in their confidence of procuring what they undertook to get, that is, eighteen feet of water on the bar. But in 1879 the gabionade system was abandoned, swept away, and it has gone "where the woodbine twines." [Laughter.]

Mr. Stewart of Texas made a strong speech in favor of the appropriation. He said: I have accorded to the gentleman from Maine all the time it is proper for me to yield, and as a member of the committee I feel that it is necessary or incumbent upon me to say something in regard to this appropriation.

Mr. Chairman, before addressing myself to the question before the committee, I desire to express my sincere regret that anything like sectionalism should have been brought into a discussion of this bill. I stated, on a former occasion during this discussion, that in considering places where the public money was to be expended for such improvements we were not governed by state lines or state lines; but we conceived that the only jurisdiction Congress had over the matter was because of the fact that these ports belong to the United States, and we gave consideration to the improvement of these different places for which we have appropriated money, not because they happened to be embraced within the limits of a state, but because they were harbors that belonged to this great government, and this government was appropriating money for the improvement of them.

I stated also on a former occasion that before the committee attempted to deal with these subjects we found it necessary to be governed by some sort of rule. What better rule, I ask, could we have adopted than the reports of the different officers of the government on these various works and in charge of them? We adopted as a means of guiding us in the appropriations we made these reports; and, as I have stated, whilst it was not a rule to which we adhered in all cases and at all times, we did most generally adhere to that rule of giving from 40 to 50 per cent. of the appropriations demanded for the improvement of these different ports.

Now, Mr. Chairman, in regard to Galveston. This is a great commercial emporium of the great state of Texas. It is the largest city in our state; and if results commensurate with the amount of money expended there have not been obtained, it is not due altogether to the obstacles to the improvement of the navigation at Galveston, nor should I say that it is due to the ignorance or inefficiency of the officers who had the work in charge. Everyone who has familiarized himself with jetties must know that they are somewhat tentative in their character; and that the engineers, from the experience gained in the prosecution of the work, and from the result of the tides upon the works themselves, have often been compelled to change their plans, for sometimes these plans have failed.

This, I admit, is the misfortune at Galveston. A large amount of money was appropriated, which resulted in no practical benefit. But in 1882 the jetties were commenced there, after a survey by a board of competent engineers of the United States army. Unfortunately they adopted the mattress system, and the mattresses were destroyed by the tides; and, perhaps, there was subsidence of the work, and from the result of the tides upon the works themselves, have often been compelled to change their plans, for sometimes these plans have failed.

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Without going into a detailed statement of the work that has been done there, let me say to the committee that there are two projects: One to extend these sea-walls out to and across the bar, which, it is believed, and the engineer so expresses the opinion, will give an eighteen feet of water. By extending them farther a depth of thirty feet of water can be obtained. To accomplish the first will require \$3,000,000, but by the second plan it is estimated that \$7,000,000 would be required.

Galveston is one of the chief cotton ports of the United States. It has a very large and steadily increasing trade. The engineer's report shows that there is commerce there amounting annually to some \$75,000,000. There is a tonnage there of 250 steam-vessels and more than 296 sail vessels that enter and depart from that port annually. The tonnage amounts to 448,801. And back of this port is the great state of Texas with its immense resources, with a population now of perhaps two and one-half millions of people, continually increasing in number, in property, in products, in wealth, and the chief seaport for that great state is this city of Galveston. But not only is Texas, great as is the empire of the state, benefited, but I say that all the country lying between the Mississippi river and the Rocky mountains is directly interested in the improvement of this harbor; for the time is not far distant, if there be proper legislation upon the part of Congress, when we will have the trade not only of Mexico, but all of the states of Central and South America; and when that is done it is not within the power of the human mind to conceive of the amount of commerce that will pass through the outlet at Galveston. The west is directly interested. The whole country is interested in this project.

I remember well, sir—I believe it was in the Forty-eighth Congress—when a representative from Galveston attempted to have stricken from the appropriation bill the amount set apart for that port, in order that the improvement might be under private contract, when the honorable senior member of this House, Judge Kel-

ley of Pennsylvania, rose in his place and objected, saying that Galveston did not belong to Texas, but to the whole country; that it was a port of the United States, and not of Texas alone.

I appeal to the members of this House to let this appropriation remain undisturbed. This is only a fair and equitable thing for the people of Texas to do. By that amount great good will be done. It will deliver Galveston and the state of Texas in a measure from the control of the railroads in this state. [Applause.]

Mr. Boutelle—I do not think the gentleman from Texas (Mr. Stewart) could have understood me when he thought that I was looking at this proposition from any sectional standpoint. There was nothing sectional in my remarks. They were entirely practical. When he interrupted me I was about to read the remarks of the distinguished senior Representative from Texas (Mr. Mills), to show that in his opinion this was a useless expenditure of money. I will continue my reading from that point. Mr. Mills says: But in 1879 the gabionade system was abandoned, swept away, and it has gone "where the woodbine twines." It has gone out into the wide sea, and the \$527,000 expended by the government to make a channel by the gabionade system has been sunk in the depths of the sea. In 1879 the mattress system was adopted. A jetty four and one-half miles in length was constructed at a cost of \$975,000, including \$100,000 contributed by the city of Galveston. The total amount expended upon the present is \$1,675,000. That single jetty was to perform wonders, and it did perform wonders. There is something strange about it to one who does not comprehend the science of engineering. It deepened the water. There is no doubt about that, for the engineers tell us so in their report. But it deepened it on the wrong side of the jetty.

It was the design of the engineers that the channel should be on the north side of the jetty, but the water refused, and cut the channel on the south side. The engineers designed that the south side should be shoaled, but the water determined to shoal the north side, and they cut a channel from four to eight feet deep on the south side. The water was twelve feet deep on the bar when the work began in 1874. In September, 1875, a heavy storm came and plowed out a channel three feet deep. Now they have three inches of that thirteen feet involved in a contest between the engineers and the clerk of the weather as to who is entitled to claim it.

In addition to the grand success of getting a channel on the wrong side of the jetty, they have turned the current of the gulf along the shore of the island, which is cutting it away and threatening the permanent destruction of that part of the island and the submerging of houses along with the jetty in the waters of the gulf. Such have been the achievements of our engineers. The people of Texas have no confidence in obtaining deep water under their piers, and they look for succor only in the adoption of the plan of Exds at the mouth of the Mississippi, and that is by raised jetties, confining the outflow to the channel and making it do the dredging.

The committee's recommendation of \$500,000 for Galveston harbor was agreed to. The next important appropriation for Texas was \$250,000 for Sabine Pass and Blue Harbor, which was objected to. On this Mr. Stewart said: I regret very much, Mr. Chairman, the necessity which forces me before the House again, but it seems that Texas is to be attacked all along the line. [Laughter.] Heretofore I have been defending appropriations made for ports not in my own district, but in the district represented by my colleague (Mr. Bayne); but now I rise to defend an appropriation that is made for the only port on the Mexican Gulf that is within my district, and naturally I have some feeling about it. The gentleman from Missouri (Mr. Stone) says that all the money that has been expended at Sabine Pass has been wasted, and he refers to the report of the engineer, not knowing or not remembering that that report was made for the fiscal year, which closed on the 1st of July last. Since then nearly \$200,000 has been expended there, and the damage that was done to the west wall of the jetty has been repaired.

Now, if you draw a line on the map from Sabine Pass to Brownsville, at the mouth of the Rio Grande, you have a distance of nearly 400 miles, and if the meanderings of the coast are counted the distance will be very nearly doubled. Along that entire line of coast there is not a harbor, with the exception of one, that will admit a vessel drawing fifteen feet of water. Back of that coast is the great state of Texas, about which I talked a while ago, and I will not now repeat what I then said. The plans adopted for the improvement of the harbor at Sabine Pass are two jetties. One of these walls has been completed up to high tide for 13,312 feet from the shore, and the west jetty wall has been built 16,071 feet in length, and built up to high tide 7,270 feet.

The government has already expended upon these works over \$500,000. Will the gentleman from Missouri now say that the government should stop and let what it has already expended be lost? Is that wise policy? I make the assertion now without the fear of contradiction from any one, that no jetties which have been built in this country, with the exception, perhaps, of the works at the mouth of the Mississippi river, have accomplished such great results as have been accomplished at Sabine Pass. When these works were commenced in 1832 there was scarcely six and one-half feet of water on the bar; to-day there is, according to measurements made in the month of February last, over eleven feet of water at low tide. This is the result of that work. You do not find it in the report of the engineer, but it is the measurement made in February last; and this result has been accomplished though not more than 30 per cent. of the scouring power of the jetties has been brought into operation because of the incomplete condition of the jetty walls. Give us the amount of money we ask for, \$250,000, and I venture the assertion that when this amount is expended we shall have more than fifteen feet of water at low tide.

[Here the hammer fell.] Mr. Latham obtained the floor and said: I yield to my colleague (Mr. Stewart of Texas).

Mr. Blanchard—I hope we shall have a vote. Mr. Stewart of Texas—I will not detain members more than a few moments longer. This is the only port for Eastern Texas and that country lying east of the Trinity river, which comprises an area larger than many states of this Union. It is a great lumber region—a great pine country. There are sawmills adjacent having an output of 250,000,000 feet of lumber and 80,000,000 feet of shingles. The report on forestry shows that tribu-

tary to this point there over 50,000,000, 000 feet of pine lumber. To-day the men who undertake to bring that lumber to market are completely in the hands of one railroad company. Give us the depth of water that we require upon that bar, and we will ship lumber to New York and all the eastern ports, without coming in competition with any other locality, because our lumber is different from theirs; it is the long-leaf, yellow, hard pine. The improvement now going on affords the only possible outlet for the lumber of Eastern Texas, and the agricultural products of that great region.

There is not a port between the mouth of the Mississippi river and Vera Cruz that affords such a harbor of refuge as does Sabine Pass; this is known to all the mariners who traverse the Mexican Gulf.

The gentleman from Missouri says there are two small rivers there. I beg the gentleman's pardon; there are two large rivers—the Neches and the Sabine—which enter in a Sabine Lake. These waters and their outlet to the Gulf of Mexico through what is called Sabine Pass, a cut of about four and one-half miles in length. Inside that cut there is now a depth of from twenty-eight to forty feet of water. There is no obstruction except the bar, which is being rapidly removed by these jetties. When completed, this improvement will give to the country one of the very best ports on the Mexican Gulf. These being the facts, as they undeniably are—anybody acquainted with that country will verify my assertions—would the gentleman from Missouri have the government stop now, after having expended more than half a million dollars, and let the work which has been done deteriorate and go to decay? With these facts before the House, I do not think it necessary to occupy further time.

This item of \$250,000 for Sabine Pass was finally agreed to. In the item of \$100,000 for improving ship channels in Galveston bay, from Morgan's Cut to Bolivar channel:

Mr. Stewart of Texas—Mr. Chairman, perhaps it will be necessary for me to give an explanation of this work. It was originally commenced by private enterprise, under a charter granted to the company by the state of Texas. After that company had accumulated a considerable sum of money upon it, it made a proposition to the government of the United States, which I will read. It is in the following words:

Resolved, that when the government of the United States shall have completed a ship channel—

And here in parenthesis I may say it is not a "canal," but a "channel"—for vessels of 12 feet draught, from Bolivar Channel to the channel constructed by this company, it will turn over and surrender to the United States government the said work at cost, or at the valuation that may be placed upon it by a commission of three persons, one designated by the government of the United States to determine the value of the same.

Under this proposition Congress passed the following act: In consideration of the propositions of the Buffalo Bayou Ship Channel Company to turn over their work at Morgan's Point, and to surrender their charter granted by the Legislature of Texas, which proposition is now on file in the War Department and is hereby accepted—I call attention to the language of the act, "which is hereby accepted"—the government hereby adopts the line surveyed from the cut in Red Fish Bar to the cut in Morgan's Point, and the sum of \$80,000 is hereby appropriated for the improvement of that line. Provided, That no part of said sum shall be expended until said Buffalo Bayou Ship Channel Company shall file with the Secretary of War, in manner and form to be by him approved, the acceptance of these provisions of this act.

The ship channel company filed a release in the War Department which was accepted by the government as a full compliance with the act, and which is now on file.

Now I contend, Mr. Chairman, that good faith upon the part of this government, having accepted all the propositions made by the ship channel company, having required them to file a release, with which provision they have complied, and having appropriated a part of the money for the construction of the work, good faith on the part of the government requires that they should go on and complete the work. As a matter of course, invested with sovereignty as it is, the government may repudiate its contracts, but I do not believe any member of this House, knowing the contract has been made by this government, will vote to repudiate the same.

In addition to the question of good faith upon the part of the government involved in this matter, I say there is also a great and commercial necessity for the completion of that work, which so far as for any work almost in progress. The city of Houston is situated upon Buffalo bayou, which bayou empties into the San Jacinto river, and the San Jacinto river empties into Galveston bay. At Galveston bay we have at this point an average depth of but nine feet of water. What we want is this channel of twelve feet in depth and 100 feet in width, which the government undertook and is under a moral obligation to complete to give us an outlet to the sea. The importance of the work will be manifest from an examination of the commerce there, and its speedy completion is imperative.

Mr. Chairman, Houston is a great railroad center. There are a number of railroads centering there which transport to that point for shipment vast amounts of the products of the country.

We have the Southern Pacific Railway with a mileage of 359 1/2 miles; the Texas and New Orleans division, 608 miles; the Houston and Texas Central Railway, 747 miles; the International and Great Northern Railway, 382 miles; the Gulf, Colorado and Santa Fe Railway, a mileage of 329 miles; the Galveston, Houston and Henderson Railway, 50 miles; the Houston and Columbia Railway, 50 miles. There is also the Texas Western Railway, the Texas Transportation Company on Buffalo bayou, and the Houston, East and West-Texas Railway Company; and without saying further, it is only necessary to point, with a total mileage of 5535 miles, and this channel is the only outlet for this great railroad center to the gulf. Two other roads are now in process of construction and partly built, both heading for the city of Houston.

The traffic upon the bayou is large. I will not consume time by giving all the statistics which I hold in my hand, but I will call the attention of the committee to one or two of the leading articles of commerce there. I read from a report from the Cotton Exchange and Board of Trade for the city of Houston, which shows that in the year 1887 they received 748,000 bales of cotton in that town. More than a half million, say, nearly three-quarters of a million bales of cotton were received there in that one year, and that vast

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traffic is completely at the mercy of the railroads. The only thing to regulate the freight there, in order to enable our people to get their cotton to the sea, is the completion of this channel. But for a long time after the commencement of the channel work was suspended for want of appropriations, and necessarily there was a deterioration in the work consequent upon this lapse of time.

These things being so—and I could advert to other statistics, but I am reminded that I am consuming time, though I must be pardoned in this case, for this is my own town, my own city, these things being so, and this being our only outlet to the sea, we want it completed. We want it completed, Mr. Chairman, I care not what it costs. If it costs \$1,700,000 a year, it is a sum worthily expended, because of the vast commerce that will go through it. But I do not believe it will cost such a sum. The engineer the gentleman quoted here only recently been appointed to inspect there, and he has made a comprehensive report in which he says that the cost will not be within \$100,000 of the amount he first estimated, while the cost of maintenance will not exceed \$70,000. I do not believe it will take \$20,000. I believe \$25,000 will do it and maintain the channel properly; and when it is done it is of vast benefit to us, to our state, and all the people of Texas; and not only will it be of local advantage to Texas, but is a matter of internal commerce benefiting the entire nation.

[Here the hammer fell.]

**WORK RESUMED.**

All Flint Glass Houses in the Pittsburg district fired up.

Pittsburg, Pa., May 1.—All Flint glass houses in this district were fired up to-day and by Wednesday every factory will be in full operation. Secretary Dillon of the Union Glass Workers Union returned from New York this afternoon where he settled the strike between the manufacturers and their employees. The strike, he says, has cost in wages at least \$300,000, but it was money well spent. The resumption of the factories will give employment to 1800 men in this district who have been idle for over five months.

Cincinnati Sunday Law Cases.

CINCINNATI, Ohio, May 1.—When the cases of the saloon keepers charged with violating the Sunday closing law were called this morning in the Police court Judge Wilson, who represents some of the defendants, stated that he desired to enter a plea in abatement on the ground that the law was not operative, not having been legally enacted. In order to allow time to present proof of the assertion the cases were continued until Friday.

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